STATE ROUTE 207

TRANSPORTATION CONCEPT REPORT

CALTRANS DISTRICT 10
OFFICE OF SYSTEM PLANNING
October 2000

APPROVAL RECOMMENDED:

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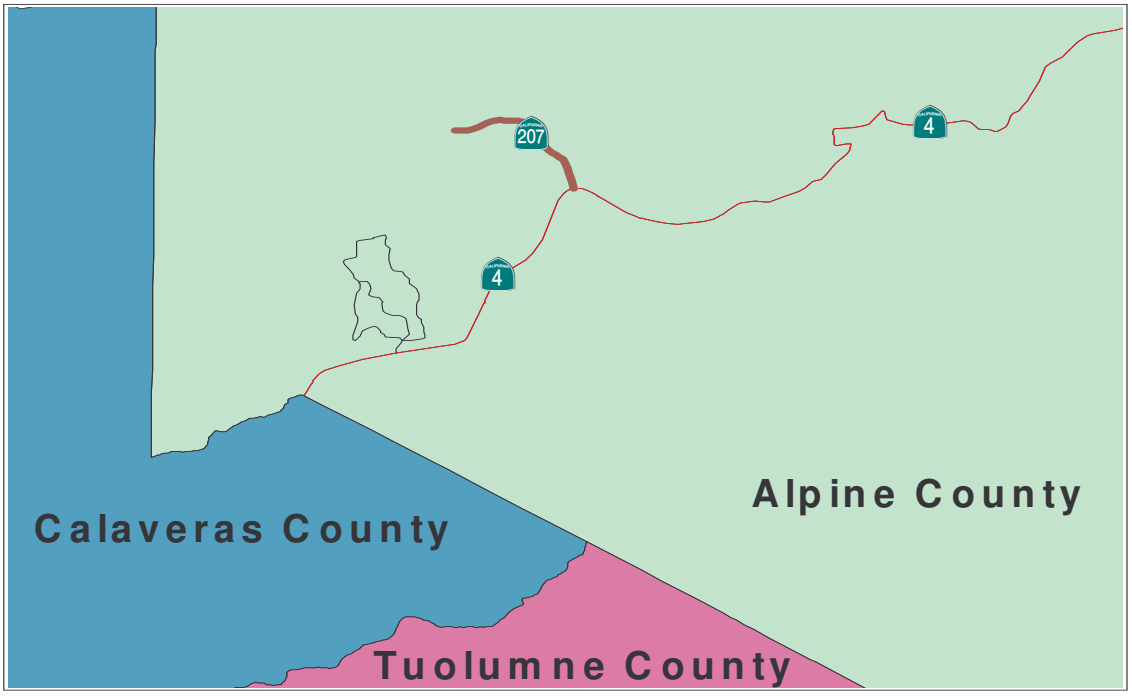

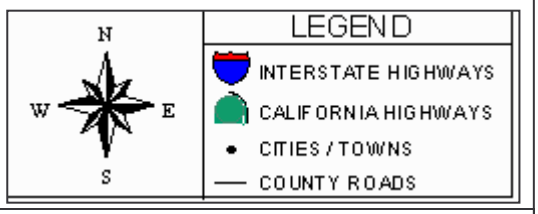

Department of Transportation
District 10
Office of System Planning

Executive Summary

Segment	PM/KP	Location	Existing LOS	Current Facility	2020 LOS w/o Improvements	2020 Concept LOS	2020 Concept Facility
1	0.00-1.36/ 0.00-2.19	SR-4 to Bear Valley Ski Resort	D	2-lane conventional	D	C	2-lane conventional

Transportation Concept Report
State Route 207

STATEMENT OF PLANNING INTENT

System planning is Caltrans' long-range transportation planning process used to identify and prioritize future transportation improvements in cooperation with its planning partners. System planning facilitates the efficient, economical, and inter-modal movement of people, goods, and information. It is part of the continuing, cooperative, and comprehensive transportation planning process. System planning strives for interregional and statewide continuity of the State's transportation network.

PURPOSE OF THE TRANSPORTATION CONCEPT REPORT (TCR)

The Transportation Concept Report (TCR) is a system planning document and tool which includes an analysis of a transportation corridor. It establishes a 20-year transportation planning concept that is consistent with the District's goals as set forth in the District System Management Plan (DSMP). The TCR establishes the future concept of Level of Service (LOS) for segments along the route and broadly identifies the nature and extent of the improvements needed to attain that Level of Service. Operating conditions for each corridor are projected for 10- and 20-year horizons. Beyond the 20-year planning period, the TCR identifies the Ultimate Transportation Corridor (UTC) to ensure that adequate right-of-way is preserved for ultimate facility projects. While the 10- and 20-year plans consider funding issues, the UTC does not.

This report is prepared by Caltrans' staff in cooperation with the regional and local agencies that have jurisdiction within this corridor. The objective of the TCR is to have local, regional, and state consensus on route or corridor concepts, improvement priorities, and planning strategies. This document provides concept information only and does not determine policy.

The TCR will be updated as needed, as conditions change, or as new information is obtained.

ROUTE DESCRIPTION

State Route 207 (SR-207) is a north/south corridor that begins at SR-4 and terminates at the Bear Valley Ski Resort. The corridor is 1.36 miles long and lies entirely within District 10. It traverses the mountainous entrance to the Bear Valley Ski Resort and is located above the snow line. SR-4 is a year-round road which is served by recreational travelers in the winter months. SR-207 is a 2-lane conventional highway which feeds into several parking lots along the length of the route. Due to the short length of the road, major improvements to the road are not foreseen at this time. Caltrans' primary operational service is snow removal and maintenance.

Route Designations

SR-207 is classified as a Major Collector. The entire route is listed on the Interregional Road System (IRRS), although it is not a High Emphasis route. It is not on the National Highway System (NHS), it is not on the Freeway and Expressway (F & E) System, and it is not an Official Scenic Route. In addition, SR-207 is entirely encompassed within the rural portions of Alpine County.

Purpose of Route

This corridor primarily serves recreational traffic. In addition, this route serves the Bear Valley Ski Resort.

ROUTE CONCEPT SUMMARY/RATIONALE and CONSIDERATIONS

The route concept is comprised of two factors:

- The minimum Level of Service (LOS) tolerable for peak hour conditions.
- The type of facility necessary to provide the concept LOS.

(Refer to Appendix 2 for the designation of LOS levels.)

STATE ROUTE 207 SUMMARY/RATIONALE

Our concept LOS for the 20-year planning horizon for SR-207 is “C”. The concept facility needed to meet our concept LOS for the route is a 2-lane conventional highway with standard intersection improvements. The Ultimate Transportation Corridor (UTC) for SR-207 is a 2-lane conventional highway.

It should be noted that although the current LOS on this route is “D” and is forecasted to remain “D," no improvements to the facility have been identified. This is due to the seasonal traffic which traverses the road, as well as the short length of the route.

CONSIDERATIONS

Safety/Operational Improvements

Included on the Segment Fact Sheet for the segment is the Traffic Collision rate. This rate indicates the number of incidents per million vehicle miles based on three years of data.

Trucks

In Alpine County, trucks represent 5% of the Average Daily Traffic (ADT) east of the SR-4 junction. The majority of the trucks on SR-207 serve the commercial needs of the ski resort.

RIGHT OF WAY ISSUES AND ENVIRONMENTAL CONDITIONS

Right of way issues and environmental specialty studies may be required however; it should be noted that there are no projected changes to the current facility. These studies may include: cultural, biological, water and air quality, noise, socioeconomic, hazardous waste, visual, and the cumulative impacts of all projects along the corridor.

AIR QUALITY

SR-207 runs north/south and lies within the Mountain Counties' Air Basins. Calaveras and Amador Counties are part of the Mountain Counties' Air Basin and is currently designated as non-attainment in respect to attainment for carbon monoxide (CO) and for particulate matter ten microns (PM-10) or greater. State and federal laws require that all state and regional transportation plans include conformity with the EPA's adopted State Implementation Plan (SIP) for air quality.

ALTERNATIVE TRANSPORTATION

Fixed Route Transit

Fixed route transportation in Alpine County is limited. SR-207 is served only by the limited transit system operated by the ski resort. The purpose of this system is to move customers and employees between the ski lodge and resort cabins and the ski resort itself.

Rail

Rail service is currently unavailable in Alpine County.

Airports

The Alpine County Airport serves approximately 100 aircraft annually. Currently, there are no aircraft based at the Alpine County Airport. A need to develop additional facilities to attract more aircraft has been indicated in the 2001 Alpine County Regional Transportation Plan (RTP).

Bicycle Facilities

SR-207 has been designated as a bicycle facility. No additional facilities serve the route.

Park and Ride Lots

There are no Park-and-ride lots located along SR-207.

INTELLIGENT TRANSPORTATION SYSTEM (ITS)

Non-recurring congestion and delays are attributed to unplanned incidents such as traffic accidents, stalled vehicles, or special events. This non-recurring congestion can be reduced by improving incident management and reducing the number of incidents through an Intelligent Transportation System (ITS). ITS is designed to identify non-recurring incidents and remove them from the freeway as quickly and efficiently as possible. ITS also provides benefits for safety, traveler information, and congestion management through message boards, ramp metering, and automated warning systems.

SR-207 does not have any ITS projects and there are no ITS projects scheduled for the future.

SR 207: ALPINE COUNTY
FACT SHEET

Location: Junction SR-4 to Bear Valley Ski Resort
Post Mile: PM 0.00-1.36
Kilometer Post: KP 0.00-2.19
Length: 1.36 miles/2.19 kilometers

Functional Classification: Major Collector
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Mountainous

Traffic Forecast Data
2-Lane Conventional Highway
Average Highway Speed 45 mph

	Existing Facility	2010 w/o Improvement	2020 w/o Improvements
LOS	D	D	D
V/C	0.30	0.33	0.36
ADT	760	830	910
Peak Hour Volume	330	360	395
Peak Hour Dir. Split	85/15	85/15	85/15
% Trucks	5%	5%	5%

Concept Facility (2020) 2-lane conventional highway; LOS C

It should be noted that even though the current LOS on this route is "D" and is forecasted to remain "D," no improvements have been identified due to the seasonal traffic which traverses the road, as well as the short duration of the route.

Ultimate Transportation Concept 2-lane conventional highway

Local Planning Jurisdiction Alpine County Local Transportation Commission
Alpine County Planning Department

System Designations

No Freeway/Expressway System
No National Highway System (NHS)
Yes Interregional Road System (IRRS)
No - High Emphasis Route
No - Focus Route
No Strategic Highway Network (STRAHNET)
No Terminal Access Route for National Truck Network
No Scenic Highway
Yes Accessible to Bicycles

Right of Way/Median Information

The right of way is 160 feet wide through this segment. The shoulder width is 4 feet.

Air Quality/Environmental Status

Air Quality	Ozone Carbon Monoxide Suspended Particulate Matter	Non-attainment Maintenance Non-attainment
Flood Plain	Unknown	FEMA floodplain data unavailable
Wetlands	Yes	Moderate Sensitivity
Endangered Species:	Yes	Moderate Sensitivity
Archaeological	Moderate	

Traffic Collision Rate
(per million vehicle miles traveled)

Actual Accident Rate		**Statewide Average Rate**	
Fatal & Injury	Total (Includes Property Damage only)	Fatal & Injury	Total (Includes Property Damage only)
.00	.00	.046	1.10

Source: TASAS Database (April 1, 1997 – March 31, 2000)

Appendix 1
List of System Planning Acronyms

ACLT	Alpine County Local Transportation Commission
ACTC	Amador County Transportation Commission
ADT	Average Daily Traffic
AHS	Automated Highway System
ATSD	Advanced Transportation System Development
AVI	Automated Vehicle Identification
BN&SF	Burlington Northern and Santa Fe Railroad
CALACOG	Calaveras Council of Governments
CBD	Central Business District
CCAA	California Clean Air Act
CMAQ	Congestion Mitigation and Air Quality (Improvement Program)
CMP	Congestion Management Plan
CTIS	California Transportation Investment Strategy
CTC	California Transportation Commission
D/C	Demand Volume to Capacity Ratio
DSMP	District System Management Plan
EPA	Environmental Protection Agency
ETTM	Electronic Toll Collection and Traffic Management
F&E	Freeway and Expressway System
FAT	Fatalities
FIS	Federal Inspection Facility
FY	Fiscal year
HOV	High Occupancy Vehicle
ICES	Intermodal Corridors of Economic Significance
IRRS	Interregional Route System
ISTEA	Intermodal Surface Transportation Efficiency Act
ITMS	Intermodal Transportation Management System
ITS	Intelligent Transportation System
ITSP	Interregional Transportation Strategic Plan
LOS	Level of Service
LROP	Long Range Operations Plan
LRT	Light Rail Transit
MCAG	Merced County Association of Governments
MCLT	Mariposa County Local Transportation Commission
MIS	Major Investment Study
MOU	Memorandum of Understanding
MSL	Maintenance Service Level
NAFTA	North American Free Trade Agreement

NHS	National Highway System
PHV	Peak Hour Volume
PM	Post Mile
PR	Project Report
PSR	Project Study Report
PTOC	Primary Traffic Operations Center
POE	Port of Entry
RAQS	Regional Air Quality Strategy
RAS	Regional Arterial System
RCR	Route Concept Report (now known as Transportation Concept Reports)
RTP	Regional Transportation Plan
R/W	Right of Way
SHOPP	State Highway Operations and Protection Program
SHRAHNET	Strategic Highway Corridor Network
SJCOG	San Joaquin Council of Governments
SOV	Single Occupancy Vehicle
SR	State Route
STAA	Surface Transportation Assistance Act
StanCOG	Stanislaus Area Association of Governments
STIP	State Transportation Improvement Program
TASAS	Traffic Accident Surveillance and Analysis System
TCCAPC	Tuolumne County / Cities Area Planning Council
TCM	Transportation Control Measure
TCR	Transportation Concept Report
TDM	Transportation Demand Management
TSDP	Transportation System Development Program
TMA	Transportation Management Association/Area
TMC	Transportation Management Center
TSM	Transportation System Management
UTC	Ultimate Transportation Corridor
VMT	Vehicles Miles Traveled

Appendix 2
Level of Service (LOS) Definitions

The Level of Service (LOS) is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists. A LOS definition generally describes these conditions in terms of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. Six levels of LOS can generally be categorized as follows:

LOS A describes free flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.

LOS B is also indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.

LOS C represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver with the traffic stream is now clearly affected by the presence of other vehicles.

LOS D demonstrates a range in which the ability to maneuver is severely restricted because of the traffic congestion. Travel speed begins to be reduced as traffic volume increases.

LOS E reflects operations at or near capacity and is quite unstable. Because the limits of the level of service are approached, service disruptions cannot be damped or readily dissipated.

LOS F represents a breakdown or forced flow. It usually occurs at a point on a planned facility when forecast demand exceeds computed capacity.

Appendix 3
Rural, Urban, and Urbanized Definitions

The rural, urban, and urbanized area limits are based upon population density as determined by the U.S. Census Bureau. The criteria are:

Rural – Under 5,000 population

Urban – 5,000 to 49,999 population.

Urbanized – over 50,000 population